

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

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Telegraphic Address: Press, Coloss: A.B.C., 5th Ed

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MR. CHARLES HENRY THOMPSON has this day been authorized to sign our firm, and **MR. ALEXANDER STARK DALGLISH COUSLAND** has been authorized to sign it "Per Procuration".

ALEX. ROSS & CO.

Hongkong, 23rd July, 1902. [2004]

WANTED.

BY THE SINGER MANUFACTURING CO., a **CLERK** who is thoroughly familiar with Chinese and English.

Address—

P. O. BOX 117.

Hongkong, 23rd July, 1902. [2105]

BOARD AND RESIDENCE required by a Gentleman.

Apply—

"A. K."

Care of Daily Press Office.

Hongkong, 23rd July, 1902. [2006]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS No. 37.

DOVE ROCK BUOY ADRIFF.

NOTICE IS HEREBY GIVEN that the **DOVE ROCK WHISTLING BUOY** broke adrift from its moorings during the gale of the 18th instant.

The Buoy will be replaced as soon as practicable.

A. HOLZ,

Harbour Master.

Approved: **SMOLLETT CAMPBELL,**

Commissioner of Customs.

Custom House,

Swatow, 20th July, 1902. [2003]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI AND CHINKIANG.

THE Steamship

"KOWLOON"

Captain Stehr, will be despatched for the above ports **TO-MORROW**, the 24th inst., at 4 p.m.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to **SIEMSEN & CO.,**

Agents.

Hongkong, 23rd July, 1902. [2007]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"

Captain Roach, will be despatched for the above ports on **FRIDAY**, the 25th inst., at Noon.

For Freight or Passage, apply to **DOUGLAS LAPEAK & CO.,**

General Managers.

Hongkong, 23rd July, 1902. [2008]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched for the above ports on **TUESDAY**, the 23rd inst., at 3 p.m.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**

General Managers.

Hongkong, 22nd July, 1902. [2001]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Schaw, will be despatched for the above ports on **THURSDAY**, the 14th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.,**

Agents.

Hongkong, 22nd July, 1902. [2002]

NOTICE.

OUR OFFICES this Day (21st inst.) been **MOVED** to No. 22, NEW PRAYA CENTRAL (facing Messrs Douglas's Wharf).

GEORGE MCBAIN.

Hongkong, 21st July, 1902. [1991]

CHEONG SHING GENERAL EXPORTERS

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERY, AND CHINESE CURTAINS.

Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs C. J. GAUPP & Co.)

Hongkong, 2nd July, 1902. [185]

C. E. WARREN & CO.,

BUILDING CONTRACTORS

30, DES VOUES ROAD CENTRAL.

ALL kinds of **SANITARY APPLIANCES** and **DRAINAGE ACCESSORIES** supplied and fixed.

AGENTS FOR MOSAIC TILES. [1818]

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions from **A. O. B. MANNERS, Esq.,** to Sell by Public Auction, **TO-DAY (WEDNESDAY),** the 23rd July, 1902, at 11 a.m., within his Residence, **"DEERINGTON,"** Peak Road, **THE WHOLE of his VALUABLE HOUSEHOLD FURNITURE,**

Comprising:—
SILK and SILK TAPESTRY DRAWING ROOM FURNITURE, MOCCOCO-COVERED SOFA and CHAIRS, One Set of AMERICAN BEDROOM FURNITURE, MAHOGANY—EXTENSION DINING TABLE, DOUBLE and SINGLE DEASS BEDSTEADS with WIRE and HAIR MATTRESSES, SILK GOODS, HAND-PAINTED DESSERT SET, OLD DRESSEN VASE (Hand-Painted), BRASS and BRONZE VASES and ORNAMENTS, BLACKWOOD WARE, TIENTSIN CARPETS and RUGS, PAINTINGS and ENGRAVINGS, AMERICAN SIDE OYAL MANTEL and WARDROBES with COVERED GLASS, BOOK-SHELF, NAFFERY, CUTLERY and CROCKERY WARE, PANTRY and KITCHEN REQUISITES as usual.

Also
A Large Number of Classical and other Works in English and French, a Quantity of PALMS and other PLANTS with PUTS and STANDS, One LADY'S BICYCLE, One COTTAGE PIANO by Newby and Evans, New York.

A Large Assortment of MASSIVE SILVER TRAYS, BOWLS, CUPS, FRUIT DISHES, CRUETS, VASES, &c., &c.

Catalogues can be had on application to the undersigned on and after the 17th inst.

On View from Saturday, the 19th inst.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th July, 1902. [1386]

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, **TO-MORROW (THURSDAY),** the 24th July, 1902, at Noon, at the HONGKONG AND KOWLOON WATER AND GONDOLA COMPANY'S GODOWN, KOWLOON, FOR ACCOUNT OF THE CONCEALED, **A QUANTITY OF TOWNVILLE SANDALWOOD.** (Weighing about 188 Piculs.)

TERMS:—Cash on delivery.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 21st July, 1902. [1983]

GOVERNMENT NOTIFICATION.

No. 40.

THE following Particulars and Conditions of Sale of **CROWN LAND** by **PUBLIC AUCTION**, to be held at the Office of the Public Works Department, on **MONDAY**, the 25th day of JULY, 1902, at 3 p.m., are published for general information.

By Command,

F. H. MAY,

Colonial Secretary.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on **MONDAY**, the 25th day of JULY, 1902, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurement.				Contents in Square ft.	Annual Rent.	Price Paid.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.			
	In-land Lot No. 1,670	Bowen Road	55'	53'	60'	60'	5,900	3	8

GOVERNMENT NOTIFICATION.

No. 410.

THE following Particulars and Conditions of Sale of **CROWN LAND** by **PUBLIC AUCTION**, to be held at the Office of the Public Works Department, on **MONDAY**, the 26th day of JULY, 1902, at 3 p.m., are published for general information.

By Command,

F. H. MAY,

Colonial Secretary.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on **MONDAY**, the 26th day of JULY, 1902, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.				Contents in Square ft.	Annual Rent.
			N.	S.	E.	W.		
			ft.	ft.	ft.	ft.		£
Garden Lot No. 10	Adjoining R.D. No. 9	{ 38' 40' }	{ 120' }	{ 120' 25' }	{ 160' }	17,000	25	

PORTLAND CEMENT.

J. B. WHITE & SONS.

Sole Agents for Hongkong.

ALEX. ROSS & CO.

Hongkong, 1st July, 1902. [1659]

AUCTION

PUBLIC AUCTION.

THE Underigned have received instructions from **J. GALT, Esq.,** to Sell by Public Auction, **on TUESDAY,** the 29th July, 1902, at 2.30 p.m., at No. 13, KINCROSS TERRACE, Kowloon, **THE WHOLE of the HOUSEHOLD FURNITURE** (Full Particulars in Catalogue).

On view from Monday, the 23rd July.

TERMS:—Cash on delivery.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, 22nd July, 1902. [1894]

INSURANCES

"L'URBAINE"

FIRE INSURANCE COMPANY, Ltd. (Established 1838.)

THE Underigned, having been appointed **GENERAL AGENTS** for the above Company, are prepared to **ACCEPT RISKS** at current rates.

P. LEMAIRE & CO.

Hongkong, 7th February, 1901. [473]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

Incorporated 1851.

Cash Security £235,710

Total Losses Paid £3,769,240

THE Underigned, having been appointed **AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at current rates.

WM. MEYERINK & CO.

Hongkong, 22nd July, 1902. [1427]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed **AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at current rates.

SIEMSEN & CO.

Hongkong, 29th May 1895. [27]

PHENIX FIRE OFFICE.

THE Underigned are now prepared to **GRANT POLICIES OF INSURANCE** against **FIRE** at current rates.

DOUGLAS LAPEAK & CO.,

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [28]

NOTICE.

WE have this Day been appointed **AGENTS** of the **MANCHESTER ASSURANCE COMPANY**, and are prepared to **ACCEPT RISKS** at current rates.

ALEX. ROSS & CO.

Hongkong, 1st July, 1902. [1829]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed **AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at current rates.

SIEMSEN & CO.

Hongkong, 16th November 1872. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Underigned, having been appointed **AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at current rates.

REUTER, BROCKELMANN & CO.,

Agents.

Hongkong, 21st April, 1897. [118]

SCOTTISH UNION AND NATIONAL INSURANCE COMPANY.

EDINBURGH AND LONDON.

ESTABLISHED 1824.

CAPITAL £6,000,000.

Invested Funds, £4,000,000. Annual Income, £1,000,000. Fire Insurance effected at Current Rates. Particulars may be had on application to—

SANDER, WIELE & CO.,

Agents in Hongkong.

Hongkong, 16th July, 1902. [1945]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

THE Underigned, having been appointed **AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at current rates.

SIEMSEN & CO.,

Agents.

Hongkong, 16th May, 1892. [2]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901, £15,752,993.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 887,500 0 0

II. FIRE FUNDS, 2,695,548 5 2

THE Underigned, having been appointed **AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at current rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 1st July, 1902. [1706]

SALAMANDER FIRE INSURANCE COMPANY.

THE Underigned, having been appointed **AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at current rates.

HOTZ, JACOB & CO.,

Hongkong, 2nd April, 1900. [29]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

ESTABLISHED 1830.

THE Underigned, having been appointed **AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at current rates.

WM. MEYERINK & CO.,

Hongkong, 3rd June, 1902. [1572]

DAVID COORSER & SONS.

MERCHANT NAVY

NAVY BOILED

LONG PIAX

RELIANCE CROWN

TARPAULING

ARNOLD, KARBURG & CO.,

Sole Agents.

Hongkong, 16th July, 1902. [1856]

PUBLIC COMPANIES

THE PUNJON MINING COMPANY, LIMITED.

IN accordance with Articles Nos. 25 and 27 of the Articles of Association of the Company, **NOTICE IS HEREBY GIVEN** that the following Shares will be liable to be FORFEITED, unless the Call due on the 15th day of November, 1901, be paid, together with INTEREST at 12 per cent. per Annum, at the Office of the Company, No. 13, Beaconsfield Arcade, on or before the 25th day of July, 1902.

List of the Ordinary Shares.			
747/75	1571/370	2550/2583	
3134/3163	4233/4234	5331/5480	
6532/6651	6744/6843	8209/8318	
9469/9518	9919/10014	11704/11753	
12373/12397	12444/12493	12697/12698	
12697/12706	14003/14012	15103/15282	
15676/15700	15805/15854	17301/17445	
19084/19133	19134/19183	19184/19233	
19234/19283	21406/21415	21416/21419	
21433/21447	21976/21988	22100/22121	
22322/22341	22807/22842	22847/22910	
23273/23284	23285/23310	23286/23300	
23297/24006	24007/24196	24197/24248	
24297/24306	24797/24806	24807/24856	
25114/25143	25144/25149	25519/25543	
25544/25568	25619/25643	25840/25888	
25890/25923	26224/26248	26271/26320	
27058/27082	28178/28253	28454/28483	
28516/28914	31015/31114	31884/31993	
32070/32093	33115/33164	34038/34077	
34082/34741	35092/35141	35392/35491	
35502/35591	35842/35891	35892/36041	
36042/36091	36092/36141	36142/36191	
36192/36195	36371/36375	36381/36385	
36584/36578	36783/36803	37144/37183	
37334/37383	37384/37433	37434/37503	
37570/37703	38124/38153	38154/38163	
38268/38272	40354/40603	40704/40783	
40784/40803	41329/41378	41379/41428	
41704/41728	41729/41740	44300/44399	
44870/44874	44875/44879	44880/44884	
44885/44889	45015/45029	45030/45034	
45035/45039	45040/45044	45045/45049	
45050/45054	45055/45059	45060/45064	
45065/45069	45070/45074	45075/45079	
45080/45084	45085/45089	45090/45094	
45095/45099	45100/45104	45105/45109	
45110/45114	45115/45119	45120/45124	
45125/45129	45130/45134	45135/45139	
45140/45144	45145/45149	45150/45154	
45155/45159	45160/45164	45165/45169	
45170/45174	45175/45179	45180/45184	
45185/45189	45190/45194	45195/45199	
45200/45204	45205/45209	45210/45214	
45215/45219	45220/45224	45225/45229	
45230/45234	45235/45239	45240/45244	
45245/45249	45250/45254	45255/45259	
45260/45264	45265/45269	45270/45274	
45275/45279	45280/45284	45285/45289	
45290/45294	45295/45299	45300/45304	
45305/45309	45310/45314	45315/45319	
45320/45324	45325/45329	45330/45334	
45335/45339	45340/45344	45345/45349	
45350/45354	45355/45359	45360/45364	
45365/45369	45370/45374	45375/45379	
45380/45384	45385/45389	45390/45394	
45395/45399	45400/45404	45405/45409	
45410/45414	45415/45419	45420/45424	
45425/45429	45430/45434	45435/45439	
45440/45444	45445/45449	45450/45454	
45455/45459	45460/45464	45465/45469	
45470/45474	45475/45479	45480/45484	
45485/45489	45490/45494	45495/45499	
45500/45504	45505/45509	45510/45514	
45515/45519	45520/45524	45525/45529	
45530/45534	45535/45539	45540/45544	
45545/45549	45550/45554	45555/45559	
45560/45564	45565/45569	45570/45574	
45575/45579	45580/45584	45585/45589	
45590/45594	45595/45599	45600/45604	
45605/45609	45610/45614	45615/45619	
45620/45624	45625/45629	45630/45634	
45635/45639	45640/45644	45645/45649	
45650/45654	45655/45659	45660/45664	
45665/45669	45670/45674	45675/45679	
45680/45684	45685/45689	45690/45694	
45695/45699	45700/45704	45705/45709	
45710/45714	45715/45719	45720/45724	
45725/45729	45730/45734	45735/45739	
45740/45744	45745/45749	45750/45754	

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1853.
Every Household Requisite. Depot for
Kastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST.
Bromide and Crayon Engravings and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Printed and Published by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, near Hongkong Hotel

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.
Shipchangers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MOREN & SEYMUND.
43 and 45, Des Voeux Road, Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell's
Spices & Co.'s Commission

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

WANTED

LESSONS IN ENGLISH LANGUAGE
by an European.
Address, stating Terms, to—
Care of Daily Press Office,
Hongkong, 19th July, 1902. [1874]

SITUATION WANTED

A YOUNG ENGLISHMAN, with three
years experience in Mercantile Firms,
offers his services to any local firm or abroad at
very moderate terms.
Apply to—
Care of Daily Press Office,
Hongkong, 11th July, 1902. [1868]

WANTED IMMEDIATELY

A N. EXPERIENCED PORTUGUESE
CLERK for Canton.
ARNOLD, KARBURG & CO.
Hongkong, 30th June, 1902. [1726]

WANTED

A N. ASSISTANT ELECTRICAL
ENGINEER.
Apply by letter only giving Copies of
References to—
MANAGER,
Hongkong Electric Co., Ltd.
Hongkong, 11th July, 1902. [1916]

BRITISH NORTH BORNEO

WANTED

A N. EXPERIENCED FOREMAN for a
Government, Timber Mill. Must be
thoroughly acquainted with the erection and
management of Timber-cutting Machinery.
Forward copies of recent testimonials and state
salary required to—
DIRECTOR OF PUBLIC WORKS,
Sandakan.
Hongkong, 4th February, 1902. [1446]

WANTED

A POSITION BY EUROPEAN BOOK-
KEEPER. No objection to Coast
Port. References given.
Address—
Care of Daily Press Office,
Hongkong, 19th July, 1902. [1876]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
YAGASAKI

CODE WORD. "DOCK" YAGASAKI
A.I. A.E.C. Scott and Engineering Co., Ltd.
Used—
DOCK No. 1 (at YAGASAKI).
Extreme Length, 523 feet.
Length on Blocks, 513
Width of Entrance on Top, 89
Width of Entrance on Bottom, 71
Water on Blocks at Spring Tide, 254

DOCK No. 2 (at MUKAIJIMA).
Extreme Length, 371 feet.
Length on Blocks, 350
Width of Entrance on Top, 63
Width of Entrance on Bottom, 53
Water on Blocks at Spring Tide, 22
PATENT SLIP (at KOSUKE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and ex-
ecute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 212 TONS GROSS, FITTED
WITH POWERFUL SA VAGE PLANT
READY AT SHORT NOTICE. [1834]

[PUBLISHED BY SPECIAL ARRANGEMENT.]
THE WORLD-MASTERS,
BY
GEORGE GRIFFITH.

Author of "The Angel of the Revolution,"
"Brothers of the Chain," "The Justice
of Revenge," "A Honeymoon
in Space," &c., &c.

[COPYRIGHT.]

CHAPTER XXIX.

A dead silence of some moments' duration
followed, during which hosts and guests looked
at each other as men might before the outbreak
of a storm, then Victor Fargau, after an ex-
change of glances with the French Admiral, said
in a voice which trembled with angry emotion:
"Monsieur, I think I am speaking for my coun-
trymen as well as myself if I say that we have
come too far to be frightened from the accom-
plishment of our purpose. For my own part, I
may say that nothing, not even the fear of that
annihilation which the Viscount has just threat-
ened, would turn me from my purpose, because
I have come to take back that which is mine
and France's. These works may be your prop-
erty, gentlemen, because you have built them
with your money and your labour; but the soul
which animated them, which makes them a liv-
ing organism instead of a lifeless mass of brick
and stone, the power which you say has enabled
you to paralyse the fleets and armies of Europe,
that is mine, for I am the son of the man who
created it. I left it to me as his last legacy.
I have returned to my allegiance to France,
after doing her what service I could elsewhere.
Though France at first rejected the fruit of
my genius, she has now accepted it, and in our
persons she and her ally are here to demand
restoration of that which has been stolen from her."

"I think you can hardly say stolen, Monsieur
Fargau," said Hardress, without rising. "The
French Ministry of War very foolishly refused
to have anything to do with your father's
invention, and he may have given you one
set of specifications, but he also threw himself
into the sea with the other, and we picked him
up. You call it chance or fate, or anything
you please, but it certainly wasn't theft. You
see we got this land and built these works while
the French Government was thinking about it;
and I must also remind you that they are
built on British soil, and held under lease from
a British colonial Government."

"Russia, France, and Great Britain are at
peace. The war in Europe is over, and there-
fore, you will excuse me if I remind you and
your colleagues that any attempt to retain you
and by force would put you outside the pale of
civilisation. In other words, despite your man-
forms and your civilisation, you would simply
be common pirates, with no claim to any of
the rights of regular belligerents."

"But," said Victor Fargau, speaking with a
distinct snarl in his voice, "you forget, Mon-
sieur le Viscount, that we are in a position
to compel surrender, and that once masters
of the works we shall be, as you are, above the
law. Granted all you say, it comes to this:
Nothing can justify our mission but success,
and we shall succeed."

"In that case," said the President in his some-
what halting French, "it doesn't seem worth
while to discuss the matter any further. We
won't surrender the works, and the last man left
alive in them would fire the mines and die
in their ruins. These gentlemen think they
can take them. We think they can't. It's
a case of bluffing about a proposition like that.
I've got to be argued with guns and other
things. It seems to me that the only way out
we've got to is to let these gentlemen
have their determination to take the works by
force if they can."

Amiral Dumont exchanged a whispered word
with his Russian colleague, and then he rose
and said:
"Monsieur, I regret to say our orders leave us
no other alternative, and our duty to our
countrymen will compel us to take that action,
most reluctantly, as we shall do so as
Monsieur Fargau has said, we believe that the
vital principle of this system belongs to him
and to France. We have been sent here to
regain what was lost to us, through an un-
fortunate mistake, and we must do so. Yet we
do not wish to be precipitate. We will ask you
to take, until six o'clock to-morrow morning,
that is to say, eight hours from now, to recon-
sider your decision, as to surrender, and there
is no question of point of time."

"You have certain guests, not entirely volun-
tary ones, in the works. If it should unhappily
come to a struggle between us it would, of
course, be impossible for such chivalrous gen-
tlemen to retain two ladies and a Russian noble-
man and ex-Minister. We request that, in the
unfortunate case of hostilities becoming inevit-
able, they shall be permitted to come on board
one of our ships."

As the French Admiral sat down, Lord Orrel
got up, and said:
"Gentlemen, I am exceedingly sorry that
matters have come to such a pass as this.
There can be no question of surrender, but our
guests will be free to join your squadron when
they please. For their convenience
and in order not to bring our little dinner to
too abrupt a close, we will accept the truce
till six o'clock. Perhaps by that time other
English letter-carriers may have prevailed upon
you."

"I sincerely hope that they will, for I can
assure you that my son was not speaking idly
when he said that you would not only be de-
stroyed, but annihilated. We have here means of
destruction which have never yet been used in
war. For your sakes and for those of the brave
men under your command, I trust that they
never will be. And now, as further discussion
could seem to be unprofitable, suppose we join
the ladies. We may be friends at any rate till
six o'clock."

In the reception-room the mystified guests of
the Trust found coffee and liqueurs, music and
song, and pleasant conversation, which touched
on every possible subject, save battle, murder,
and sudden death. Then came a stroll on the
walls by the light of a brilliant aura, which
made the sun, which was just touching the
southern horizon, look like a pallid and ex-
aggerated moon; and during this stroll Victor
Fargau managed to pass a small Lebel revolver
and some cartridges to Sophie and the Count
in case of accident. He had decided to go on
board the *Japan* the terrible when the guests
left the works, and Madame Felle and the
Count's servant were already putting their
baggage together. The train was to wait for
them at midnight.

Monsieur Doctor Lamson, who had left the
party immediately after dinner, had been get-
ting the defence of the works in order. The
huge engines, disconnected now from the ab-
sorbers and storage batteries from which the
captured World Soul was now being released
back into the earth, were still purring softly
and working as mightily as ever, but now their
force was being used to a different end.

On each of the four towers at the corners of
the quadrangle there had been mounted an ap-
paratus, which looked something like a huge
searchlight, and underneath it were two real
searchlights. On eight platforms, one on each
side of the towers, hid by a circular wall of

12in. hardened steel were mounted on disappear-
ing carriages, the President's big guns, enlarged
copies of the one he had used so effectively on
board the *Nadine*. Each would throw a shell
containing a hundred pounds of Vandaleite to a
distance of eight miles. The great engines
worked continuously, storing up liquid air in
chambers under the gun platforms, but they
were also doing other and, for the present, much
more deadly work. The huge copper tubes
above the searchlights on the towers were
light and cool, but as the shells they were
accumulating destruction such as no mortal
hand had yet dealt out to an enemy.

The evening passed apparently in the most
friendly and peaceful fashion, and no one sud-
denly introduced into the reception room would
have dreamt that the members of Lord Orrel's
dinner party were not on the very best of terms
with themselves and each other. Not even
Adelaide or Sophie, sitting there with their
revolvers in the pockets of their dinner dresses,
and thoughts of murder in their souls, had the
remotest idea of how terribly it was destined
to end.

Miss Chryseide had sung "The Old Folks at
Home," and Adelaide one of the old songs
which had delighted the Grand Monarque in
the Trianon. Then Sophie sat down to the
piano, and the slow solemn strains of the
Russian "National Hymn" welled up in ma-
jestic chords from the instrument. There was
something of defiance both in her tone and in
her voice, but international courtesies were
respected, and everyone in the room stood up
for Sophie Valdemar, since she was never so
gladly as she was now to sing the hymn of her
land. As the last line, "Give us peace in our time,"
Lord Orrel left his lips, Lord Orrel when to her
side, and said:

"Thank you, Countess. A splendid hymn
splendidly sung!" And then he turned to the
French and Russian Admirals and said: "Gen-
tlemen, it is not possible for you to answer as
you could answer that prayer for peace? I can
assure you on my word of honour, as an English
gentleman, that this building in which you are
now is impregnable to all forms of attack known
to modern warfare. At a distance of 1,000
miles we have paralysed the fleets and armies of
Europe. Your ships are less than five miles
from our walls; you are not counting defeat,
you are counting annihilation. Can you not
leave us in peace?"

"I was under the impression, Milord," said
Admiral Nazanoff, "that that subject was closed
for the present. We have yet to be convinced
as to these few little powers which you claim to
possess; but our orders are clear, and we are
ships and guns, and since you have refused our
terms we have offered you no alternative
but to put these best of powers of yours to the
test of war. I regret it most exceedingly, as I
am sure my colleague, Admiral Dumont, does
also, but that must be our last word."

The French Admiral and Victor Fargau
both bowed assent to his speech. And Lord Orrel
answered:
"Well, gentlemen, since you are resolved, so
be. We will not discuss the matter further."
While he was speaking Lady Olive had gone
to the piano, and as he ceased, the opening
chords of "Auld Lang Syne" floated through
the room, and she began to sing the old Scotch
song. The words had a strangely satirical
meaning for Count Valdemar and his daughter
and Adelaide, who had heard them several times
at Orrel Court, and Lady Olive put such expres-
sion into the words that both Sophie and Adelaide
felt inclined to be a little jealous of themselves.
Then in the midst of the song the clock began
to chime twelve, and Lady Olive, with a frank
look of defiance in her eyes, switched off sudden-
ly into "God Save the King," and began to
sing the opening lines. At the end of the first
verse she stopped and rose from the piano, and
said to her father, who had been looking a little
uneasy, as though he thought it was hardly
good taste to sing such a song.

"I am very sorry, papa, if I have offended, but
really I could not help it. It seemed inevitable."
"And why not?" said Adelaide. "We are not
the same song sung in honour of the Grand
Monarque by the ladies of Versailles? Well,
now, Lady Olive, I suppose it is good-night
and good-bye. A thousand thanks for all your
kindness and hospitality."

"And a thousand thanks from me, too,"
said Sophie. "They have not their hands, but Lady Olive
put her hand behind her and drew back."

"Thank you," she said, faintly. "You are
quite welcome to any kindness that I have been
able to show you, but really I must ask you to
pardon me if I decline to shake hands with
you after you have definitely joined the enemies
of my family."

"Perhaps you are right, Lady Olive,"
laughed Sophie; still I hope that at no very
distant time we shall have an opportunity of
returning to our dear home of destiny."

A few minutes later hosts and guests were
standing outside the western gate, beside which
the electric engine and the saloon carriage
were waiting to take them to the harbour. The
departing guests' luggage had been put on a
little truck at the back.

"Ah, well, this is the end, I suppose," said
Adelaide to Sophie as they stood in the dim
light of the Northern midnight, exchanging
their last formal salutations. "To-night peace
to-morrow war."

"But why not war now?" whispered Sophie;
"look, what a chance—shall we ever have
another like it? A la guerre, comme a la
guerre!"

"Yes," whispered Adelaide in reply. "Al-
sacra! Look there!"

As she spoke Chryseide left Lady Olive's side,
went to Hardress and slipped her arm through
his, and looked up at him with an expression
that there was no mistaking.

Then Adelaide de Conde's long pent-up pas-
sion broke loose, and the hot blood of duty began
to sing in her head and burn in her eyes. Every-
thing that had failed. She had made herself a
criminal and had been punished by a silent but
humiliating pardon. She had disgraced herself
in the eyes of the man she would have sold her
soul to, and now—well, what did it matter?
To-morrow was day, within six hours, it would be
war to the death. Why not begin now, as
Sophie had whispered?

For the moment she was mad, or she would
not have done what she did, but she was mad—
mad with failure, hopeless love, and the hatred
which only the "woman scorned" can feel. She
pulled Chryseide's revolver out of her pocket, and
snatched from her teeth:

"You have got him, but you shall not keep
him. The revolver went up at the same moment,
and she pulled the trigger. Three shots crackled
in quick succession. Hardress was down with
a broken thigh; Chryseide, in the act of drawing
her own revolver, received a bullet in her arm,
which was intended for her heart, and the third
one went through the head of her clock, just
touching the skin above the ear.

She tried to get up the revolver with her left
hand, but before she could do so, Sophie and
Fargau had opened fire, and at Sophie's first
shot, she clapped her hand to her side and went
down beside Hardress. Lord Orrel had a bit of
his left ear snipped off, and the President got a
flesh wound just below the left shoulder.

The two Admirals, who had already taken
their seats in the car with Madame de Bourbon
and the Russian Professor, sprang to their feet,
but before they could leave the car a strange and
wild thing happened. A blinding glare of light
shone out from the northern tower, where Doctor
Lamson had been watching the departure
through his night-glasses. The light ray
wavered about until it fell on Sophie Valdemar
and Adelaide de Conde, still standing close
together, with Victor Fargau just in front of
them.

For a moment their faces showed white and
gladly in the blinding radiance, and then to the
amazement and horror of those who saw the
strangest sight that human eye had ever per-
ceived, down the ray of light, invisible but all-
destroying, flowed the terrible energy of the
disintegrator of the top of the tower. Their
hair crinkled up and disappeared, the flesh
melted from their faces and limbs. In an
instant two of the most beautiful countenances
in Europe were transformed into living skulls
which crinkled up and disappeared into the
unpunctured holes in the walls of the tower.
Then their bodies crinkled up into under, and
all three dropped together in an indistin-
guishable heap of crumbling bones.

Almost at the moment that the man and the
two women who, but a few moments ago, had
been standing in the full pride of their youth
and health and beauty, had dropped to the
earth in little heaps of crumbling bones, whistles
sounded inside the works, and a number of men
came out of the western gate, some of them
armed with rifles and revolvers, and others
with the greatest pleasure. Hardress and Chryseide
were lifted on to two of these, and Lady Olive went
back into the works with them.

Lord Orrel and the President, after having
their wounds lastly bandaged for the time
being, went to the door of the saloon carriage
and Lord Orrel said, shortly and sternly:

"Madame de Bourbon, as you have seen, your
niece has ceased to exist. Count Valdemar, the
same is true of your daughter. And as for you,
gentlemen, I have no more to say to the two Ad-
mirals, who have seen something of the means
of defence of which I speak to you after dinner."

"There," he went on, pointing to the little
heap of mingled bones lying on the sand, "is
the proof of it. Every human thing that tries
to pass the limits of those rays will share the
same fate. These people were enemies, but they
were worse—they were traitors; and as you
have seen, they wished to be murderers. They
have just covered their faces. There is no rea-
son why you should spare them. Take my advice,
I pray you, advice which I give from the bottom
of my heart. Weigh anchor to-night, go back
to Europe, and you will find that are things
that we have told you is true."

"That, my Lord Orrel, is impossible," said
Admiral Nazanoff, coming to the door of the
car. "By what devilish means you have slain
Captain Fargau and those two ladies we know
not, save that it must have been done through
some material mechanism. To-morrow our
guns shall try conclusions with it, whatever it
is. Yes, even though you turned that murder-
ous ray on us, and killed us, as you did them,
for our men have their orders. And now I
suppose we had better get out and walk. We
can hardly expect the use of your train after
what has happened."

"You needn't worry about that, Admiral,"
said the President. "We've promised you safe
conduct to your ships, and you shall have it.
But look here, Countess, he went on pulling a
heavy air-shooter out of his pocket, "don't you
get fidgeting about that pocket as if you had a
gun in it; it'll be the last shooting-iron you
ever did touch. We don't want any more
shooting that we've had till we begin business
in the morning."

Count Valdemar saw that he was covered, and
he didn't like the look of the hard, steady grey
eyes, and he took his hand empty of his
pistol. He took his hand empty of his
pistol, clasped it with the left over his knee,
and shrugged his shoulders. There was
nothing to be said, and so he kept something of
his dignity by holding his tongue, and the
President went on:

"Well, that's better. You keep your hands
where they are, and no harm will happen to you
just now; but don't you think, gentlemen, that
it would be better if Madame de Bourbon came
back with us into the Works, where she will be
safe, anyhow safer than she would be on one
of your ships, if you are still determined to fight
it out?"

"I am much obliged to you, Monsieur le
President," replied the old lady in her most
automatic manner, "but after what has hap-
pened and what I have seen I prefer to return
with my own people."

"And," added Admiral Dumont, "you may be
satisfied to know, Monsieur, that before this
most regrettable battle begins at six o'clock, the
of the ships will have taken Madame de Bourbon
beyond the reach of harm."

"With that of course we must be content,"
said Lord Orrel, coming back to the President's
side. "And now, gentlemen, since, as you say,
it is to be war between us, I have more favour
to ask. Here is the man, he went on, pointing
to the second engineer of the *Nadine* who had
been brought out of the gate by a couple of
stained and quarrelsome sailors. "This man
allowed himself to be bribed by the late Countess
Sophie Valdemar and the Marquise de Mont-
peulser to wreck the engines of the *Nadine*, and
so, as they thought, the course of fate in
their favour. We have not punished him, but
we have no further use for his services. He is
a good engineer, whatever else he may be, and
so perhaps you will be able to find him some
employment on one of your ships."

Robertson and Thompson, help, Mr. Williams
into the car, please. These gentlemen want to
get down to the harbour."

The two quartermasters picked up the band-
aged Williams and flung him in through the
open door of the saloon. Then the President
said to the man at the engine, "Right away,
driver, and come back when these gentlemen
are safe on board. Esland, Sanders," he went on
to the two Admirals, raising his hat with his
unwounded arm. "Take my advice—clear out
and don't let us have any shooting in the
morning. I reckon we've had quite trouble
enough already."

At this moment the driver of the electric
motor-scooter bell, the two Admirals and
the Count raised their hats and stared out
through the window with grim, immovable
faces, and so went back to the ships' merrymen
greatly at the wonderful horror that had befallen
Madame de Bourbon, whose last wish had been
satisfied by Man's wife Felle. Count Valdemar
though stricken to the heart by the frightful
fate of the only human being that he had loved
since his wife had died nearly 20 years before,
was not determined to use all his influence to
compel the Admirals to take the amplest possi-
ble vengeance for her slaying. Certainly, if the
works were not battered into ruins within 12
hours, it would not be his fault, and when the
little train drew out, he fell to wondering
whether Hardress and Chryseide Vandel were
killed or not.

"And are you still decided to fight, gen-
tlemen?" he said to the Admirals a few moments
later when the car was rattling over the narrow
rails; "and if so, what are you going to do with
this thing?" He touched Mr. Williams' still
prostrate body with his toe as he said this.

CHAPTER XXX.
Almost at the moment that the man and the
two women who, but a few moments ago, had
been standing in the full pride of their youth
and health and beauty, had dropped to the
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same is true of your daughter. And as for you,
gentlemen, I have no more to say to the two Ad-
mirals, who have seen something of the means
of defence of which I speak to you after dinner."

"I need not tell you, Count," replied Admiral
Nazanoff, "as a Russian to a Russian, that orders
are orders, and mine are to take those works or
destroy them. I admit that what we saw to-night
was very wonderful and very terrible, but when
Holy Russia says 'Go and do' then we must go
and do or die. The Little Father has no for-
givances for failure, that in Russia is the one
unpardonable fault. Our guns will open at
six in the morning. That man will take his
chance with the rest of our men."

"And," said Admiral Dumont, "even if we
cannot take the works and use them, we may
destroy them, and so rid the world of this
distasteful commercial tyranny which would
open fire at six. Ah, here we are at the wharf.
Now let us go and see that everything is ready.
Admiral Nazanoff, I believe you are my senior
in service, it will therefore be yours to fire the
shot. 'The *Caiman* shall fire the second.'"

"And I shall ask you, Admiral," said the
Count to Nazanoff, "as a personal favour, and
also, as I will say frankly, a matter of personal
vengeance, to be allowed to fire that first gun."

"My dear Count," replied the Admiral, "with
the greatest pleasure. It shall be laid by the
best gunner on board the *Jeune*, and your hand
shall send the shot home into the vitals of those
scoundrels. If we would only man up
to drop a hundred-pound mortar shell into
the right place it would do a great deal."

(To be continued.)

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NOTICE.

W. I have this day been appointed
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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf D, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SMTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 2nd August, at Noon.
MARSEILLES & LONDON	MALACCA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON, via SUEZ CANAL	BENLAWERS	Brit. str.	—	Bee	GIBB, LIVINGSTON & CO.	On or about 31st inst.
LONDON, via SUEZ CANAL	OLDFATHER	Brit. str.	—	R. Webster	McGREGOR BROS. & CO.	On 18th August.
LONDON & ANTWERP	UTRECHT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th August.
LONDON	YETOMACHT	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 19th August.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd September.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th September.
LIVERPOOL DIRECT	PERSEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd September.
MARSEILLES, LONDON & ANTWERP, S. POLO, &c.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
MARSEILLES, &c. via Ports of Call.	ANNAM	Brit. str.	—	Seller	GIBB, LIVINGSTON & CO.	On 23rd inst., at 1 P.M.
BALLEN, via Ports of Call.	SACHSEN	Ger. str.	—	W. Franke	MELCHERS & CO.	To-day, at Noon.
HAVRE & HAMBURG	SILEBIA	Ger. str.	—	Belle	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	AMERICA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
HAVRE & HAMBURG	C. F. F. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th August.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 28th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	PERIBURG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
TRIESTE, &c. via SINGAPORE, &c.	TIBOL	Aus. str.	2 m.	von Breifeld	SANDER, WIELER & CO.	On 28th inst., P.M.
TRIESTE, &c. via SINGAPORE, &c.	CHINA	Aus. str.	2 m.	Morea	SANDER, WIELER & CO.	On 31st inst.
NEW YORK via PORTS & SUEZ CANAL	ATHOL	Brit. str.	2 m.	—	DODWELL & CO. LIMITED	On 15th August.
NEW YORK via SUEZ CANAL	INDRAMAYO	Brit. str.	—	Thompson	JARDINE, MATHESON & CO.	On 31st inst.
NEW YORK via SUEZ CANAL	BENGLEUCH	Brit. str.	—	—	REUTHE, BROCKELMANN & CO.	Quick despatch.
NEW YORK	COMET	Brit. str.	2 m.	Davis	CARLWITTS & CO.	On 28th inst.
NEW YORK	VERONA	Brit. str.	—	—	—	—
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	—	P. F. Boman	SHAW, TOMES & CO.	On or about 15th August.
VANCOUVER, via SHANGHAI, &c.	ATHEAN	Brit. str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	On 26th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	H. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th August, at Noon.
VICTORIA (B.C.) & SEATTLE via JAPAN	TOKA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via JAPAN	DOKE OF FIFE	Brit. str.	4 m.	J. S. Cox	DODWELL & CO. LIMITED	On 2nd August.
VICTORIA (B.C.) & SEATTLE via JAPAN	KAGA-MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th August.
VICTORIA (B.C.) & SEATTLE via JAPAN	HYADES	Brit. str.	—	—	DODWELL & CO. LIMITED	On 13th September.
PORTLAND, OREGON	HYADES	Brit. str.	—	Craven	PORTLAND & ASTORIA S.S. Co.	On 26th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	Schuy	GIBB, LIVINGSTON & CO.	On 14th August, at Noon.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
MOJI, KOBE & YOKOHAMA	TAIYUAN	Brit. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
MOJI, KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MOJI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
MOJI, KOBE & YOKOHAMA	NANCHANG	Brit. str.	—	Stein	SIEMSEN & CO.	To-morrow, at 4 P.M.
MOJI, KOBE & YOKOHAMA	KOWLOON	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
MOJI, KOBE & YOKOHAMA	WHAMPOA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
MOJI, KOBE & YOKOHAMA	CANTON	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 1st August.
MOJI, KOBE & YOKOHAMA	CHUAN	Brit. str.	—	Chevalier	MELCHERS & CO.	On or about 27th inst.
MOJI, KOBE & YOKOHAMA	POLYNESIAN	Ger. str.	—	T. Kitano	MIYU BUSHAN KAISHA	Quick despatch.
MOJI, KOBE & YOKOHAMA	BAIRN	Jap. str.	1 m.	G. Sakano	MIYU BUSHAN KAISHA	On 27th inst.
MOJI, KOBE & YOKOHAMA	DAIGO MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
MOJI, KOBE & YOKOHAMA	ASANO MARU	Jap. str.	2 m.	T. Saito	MIYU BUSHAN KAISHA	On 28th inst.
MOJI, KOBE & YOKOHAMA	KIKUCHI	Brit. str.	—	Roach	DOUGLAS LARBAK & CO.	On 6th August.
MOJI, KOBE & YOKOHAMA	MAIDEN MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MOJI, KOBE & YOKOHAMA	MAIDEN	Brit. str.	2 m.	G. S. Weigall	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MOJI, KOBE & YOKOHAMA	KAIFONG	Brit. str.	—	Tate	MIYU BUSHAN KAISHA	On 25th inst., at Noon.
MOJI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	2 m.	B. W. Almond	SHAW, TOMES & CO.	On 25th inst., at 3 P.M.
MOJI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	E. J. Butler	JARDINE, MATHESON & CO.	On or about 30th inst.
MOJI, KOBE & YOKOHAMA	BUL	Brit. str.	—	—	—	—
MOJI, KOBE & YOKOHAMA	KUMSANG	Brit. str.	2 m.	—	—	—
MOJI, KOBE & YOKOHAMA	PEKIN	Brit. str.	—	—	—	—

SHIPPING.

ARRIVALS.
 July 21, ROSETTA MARU, Japanese str., 2,402, N. Tate, Manila 19th July, General.
 July 21, KAGA MARU, British str., 3,450, J. W. Livingstone, Taku 15th July, Government Stores—ADMIRALTY.
 July 22, CHUANG, British str., 1,412, T. Arthur, Tientsin 6th July, Newchwang 14th and Chefoo 15th, Beans and Oil—JARDINE, MATHESON & CO.
 July 22, HANS ALBERT, German str., 1,694, K. Auer, Hongkong 19th July, Coal—EAST ASIATIC TRADING CO.
 July 22, KAGUA MARU, Japanese str., 3,368, H. Street, Melbourne 25th June, General—NIPPON YUSEN KAISHA.
 July 22, MARIE JESSEN, German str., 1,771, P. Houtman, Samang 11th July, Sugar—JESSEN & CO.
 July 22, SACHSEN, German str., 3,118, W. Franke, Yokohama 12th July, Mails and General—MELCHERS & CO.
 July 22, SARP, DON, British str., 2,022, J. Grier, Foochow 2nd July, General—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
 22nd July.
 Claveria, British str., for Moji.
 Elise, German str., for Hongkong.
 Hwang, British str., for Swatow.
 Kachung, British str., for Swatow.
 Kungping, British str., for Tientsin.
 Lightning, British str., for Singapore.
 Rajahm, German str., for Swatow.
 Richmond Castle, British str., for Shanghai.
 Ronow, American str., for Manila.
 Sarpedon, British str., for Singapore.

DEPARTURES.

22nd July.
 CITY OF PEKING, Am. str., for San Francisco.
 CLAYTON, British str., for Tacoma.
 ELBA, German str., for Hongkong.
 HANGANG, British str., for Swatow.
 HIPANO, British str., for Canton.
 IZUMI MARU, Japanese str., for Kobe.
 KWANGSI, British str., for Tientsin.
 LIGHTNING, British str., for Calcutta.
 L. Tai, German str., for Hongkong.
 LITTON, British str., for Canton.
 Nasa, British str., for Moji.
 POPPA, British str., for Manila.
 RADNUSSE, British str., for Singapore.
 RAJAHM, German str., for Bangkok.
 SAPHIR, Norwegian str., for Kobe.
 SITHON, German str., for Yokohama.
 SKARPSNO, Norwegian str., for Saigon.
 THALES, British str., for Swatow.

VESSELS IN DOCK.

22nd July.
 ANKERDRECK DOCKS.—H.M.S. Wicern, Dymone, Tuiquan, Zefiro, Solent, Michael Jackson, Havel, Havel.
 COSMOPOLITAN DOCK.—
 The British steamer Sarpedon, from Foochow 20th July, had fresh S.E. wind and fine weather.
 The Japanese steamer Kungping, from Melbourne 25th June, had very calm weather throughout.
 The British steamer Chuan, from Chefoo 15th July, had strong southerly winds and S.W. swell to Italian land, from thence moderate S.W. winds and fine weather to port. Saw wreck of str. King, on S.E. end of Namoi Island, all submerged except fore part.

VESSELS PASSED ANKER.

June 30, Am. ship, Benjamin Swallow, Swallow, from Fremantle, for Singapore.
 June 30, British str., Algona, Manchester, from New York for Anjer.
 June 30, British str., Windfield, Gulborne, from Knapstad for Batavia.
 July 2, British str., Beechley, Young, from Delagoa Bay for Anjer.
 July 2, Dutch str., Corcoran, Le Clercq, July 2, from Batavia for Rotterdam.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU	NAGASAKI, KOBE and YOKO.	FRIDAY, 25th July, at NOON.
H. Fraser	HAMA	at NOON.
KAWACHI MARU	MARSEILLES, LONDON and ANTWERP, via SHANGHAI, MOJI, PENANG, COLOMBO and PORT SAID.	SATURDAY, 26th July, at DAYLIGHT.
J. S. Thompson	—	—
TOKA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA.	MONDAY, 28th July, at 4 P.M.
H. Christiansen	—	—
HAKATA MARU	KOBE and YOKOHAMA.	FRIDAY, 1st August, at DAYLIGHT.
F. L. Sommer	—	—
YAWATA MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND.	SATURDAY, 2nd August, at NOON.
A. E. Moses	—	—
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 11th August, at 4 P.M.
J. W. Ekstrand	—	—

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.
 A. S. MIHARA, Manager.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—32nd 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 R.M.S. "ATHEANIAN" Comdr. R. Archibald, R.N.R. WEDNESDAY, 26th July.
 R.M.S. "EMPEROR OF CHINA" Comdr. H. Mowatt, R.N.R. WEDNESDAY, 26th July.
 R.M.S. "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th July.
 R.M.S. "TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
 R.M.S. "EMPEROR OF JAPAN" Comdr. H. Fybus, R.N.R. WEDNESDAY, 24th Sept.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the company having received the highest award for same as recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHEANIAN" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
 In addition to the excellent First Class Passenger accommodation, the "ATHEANIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.
 The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
 For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRTAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	REMARKS.
SILEBIA	HAVRE and HAMBURG	On 30th July	Freight and Passengers
Capt. Balle	(Calling at Singapore and Colombo)	—	—
AMBRIA	HAVRE and HAMBURG	On 14th Aug.	Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	—	—
C. FERD. LAEISZ	HAVRE and HAMBURG	On 28th Aug.	Freight.
Capt. Fuchs	(Calling at Singapore and Colombo)	—	—
KONIGSBERG	HAVRE and HAMBURG	On 10th Sep.	Freight and Passengers
Capt. Meyer	(Calling at Singapore and Penang)	—	—
ANDALUSIA	HAVRE and HAMBURG	On 24th Sept.	Freight.
Capt. von Dohren	(Calling at Singapore and Colombo)	—	—
FREIBURG	HAVRE and HAMBURG	On 8th Oct.	Freight.
Capt. Prisch	(Calling at Singapore and Penang)	—	—

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES and (Malacca)	A. F. Street	Noon, 25th July	Freight or Passage
LONDON	—	—	—
SHANGHAI	CANTON	About 26th July	Freight or Passage
—	C. F. Lockstone, R.N.R.	—	—
SINGAPORE and PENANG	—	About 30th July	Freight only
BOMBAY	W. B. Palmer	—	—
SHANGHAI	CHUAN	About 1st August	Freight or Passage
—	C. L. Daniel	—	—
LONDON, &c.	VALETTA	Noon, 2nd August	See Special Advertisement.
—	A. G. Cubitt, R.N.R.	—	—

* Calling at Penang and Colombo if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 21st July, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
DUKE OF FIFE	3,821	J. S. Cox	August 2nd
VICTORIA	3,502	J. Panton	August 9th
TACOMA	2,811	A. Dixon	August 23rd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 452.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park, etc.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DRYA and ST. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED,

General Agents.

Hongkong, 14th July, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALBASTON, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, HAVRE, ST. LOUIS, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 27th July.
KIAUSCHOU	THURSDAY, 28th July.
BAIRN	THURSDAY, 28th July.
KONIG ALBERT	THURSDAY, 28th July.
PRINZESS IRENE	THURSDAY, 28th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th July.
PREUSSEN	WEDNESDAY, 29th July.
HAMBURG	WEDNESDAY, 29th July.
SACHSEN	WEDNESDAY, 29th July.
KARLSRUHE	WEDNESDAY, 29th July.
KIAUSCHOU	WEDNESDAY, 29th July.
BAIRN	WEDNESDAY, 29th July.
KONIG ALBERT	WEDNESDAY, 29th July.
PRINZESS IRENE	WEDNESDAY, 29th July.
DAHMSTADT	WEDNESDAY, 29th July.
PREUSSEN	WEDNESDAY, 29th July.
HAMBURG	WEDNESDAY, 29th July.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 23rd day of July, 1902, at Noon the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain W. Franke, with MAILS, PASSENGERS, SPECIE and CARG

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 31st July.		
GLASGOW and LIVERPOOL	"DARDANUS"	On 31st August.		
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.		
GLASGOW and LIVERPOOL	"PYREHUS"	On 24th August.		
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.		
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.		

FROM	HOMEWARDS	STEAMERS	TO	DATE
LONDON	"ULYSSES"	On 5th August.		
LONDON and ANTWERP	"TELEMACHUS"	On 19th August.		
LONDON	"ANTENOR"	On 2nd September.		
LONDON	"DARDANUS"	On 16th September.		
LIVERPOOL DIRECT	"PYREHUS"	On 20th September.		

Hongkong, 15th July, 1902.

BUTTERFIELD & SWIRE,
AGENTS, O.S.S. & CO.CHINA NAVIGATION CO.,
LIMITED.

FROM	STEAMERS	TO	DATE
MOJI KODE and YOKOHAMA	"TSINAN"	On 23rd July.	
SHANGHAI	"WHAMPOA"	On 23rd July.	
AMOI	"KIUKIANG"	On 26th July.	
TIENSTIN	"NANCHANG"	On 28th July.	
CEBU and ILOILO	"KAIKONG"	On 29th July.	
PORT DARWIN, THURSDAY			
ISLAND, COOKTOWN, CAIRNS,			
TOWNSVILLE, BRISBANE,			
SYDNEY MELBOURNE and			
ADELAIDE	"TAIYUAN"	On 29th July.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	STEAMERS	TO	DATE
TAMSWI, VIA SWATOW	"DAIGI-MARU"	SUNDAY, 27th	
AND AMOI	"DAIGI-MARU"	SUNDAY, 3rd	
TAMSWI, VIA SWATOW	"DAIGI-MARU"	SUNDAY, 3rd	
AND AMOI	"DAIGI-MARU"	SUNDAY, 3rd	
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 30th	
AND AMOI	"ANPING MARU"	WEDNESDAY, 30th	
ANPING, VIA SWATOW	"MAIZURU MARU"	WEDNESDAY, 6th	
AND AMOI	"MAIZURU MARU"	WEDNESDAY, 6th	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamswi to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

Hongkong, 21st July, 1902.

THE MITSUI BUSSAN KAISHA,
Agents.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ, AND YOKOHAMA FOR PORTLAND, OREGON.

OCEAN RAILROAD & NAVIGATION CO.

STEAMSHIP "INDRAVALLI" 3122 Tons, Captain ... July 24, 1902.
STEAMSHIP "INDRAPURA" 3122 Tons, Captain ... Aug. 14, 1902.
STEAMSHIP "INDRASAMBA" 3122 Tons, Captain ... Sept. 13, 1902.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates and further information, communicate with or apply to—

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.
STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 29th July, 1902, at 4 p.m., the Company's Steamship "ANNAM," Captain ... will leave this port for MARSEILLES, via Paris, Call, WITHOUT TRANSHIPMENT.

Cargo and Passengers will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Space and Passages until 3 p.m., on the 27th July. (Passengers are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, 16th July, 1902.

FOR NEW YORK
THE A. 1m. British Bark
"COMET"

Captain Davis, is now loading for the above port, and will have quick despatch.
For Freight, apply to—
REUTER, BROCKELMANN & CO.
Hongkong, 25th June, 1902.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following Vessels during its stay in Hongkong Harbour:
ANDREW O'BRIEN, Amr. Bark, S. Amersbury.
Standard Oil Co.
Atlas, American ship, McKay, Standard Oil Co.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK
THE Steamship
"VERONA"

Captain Spieser, will be despatched as above on THURSDAY, the 31st inst.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th July, 1902.

"BEN" LINE OF STEAMERS
FOR NEW YORK VIA SUEZ CANAL
THE Steamship
"BENGLEUCH"

Captain Thompson, will be despatched as above on THURSDAY, the 31st inst.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th July, 1902.

"BEN" LINE OF STEAMERS
FOR LONDON VIA SUEZ CANAL
THE Steamship
"BENLAVES"

Captain Bee, will be despatched as above on or about the 31st inst.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th July, 1902.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
REGULAR MONTHLY SERVICE
FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.
TO NEW YORK (VIA SUEZ CANAL).
THE following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:—
PROPOSED SAILINGS FROM HONGKONG:
S.S. "INDRAMAYO" 15th Aug. 1902.
S.S. "INDRANI" 15th Sept. 1902.
S.S. "INDRAWATI" 15th Oct. 1902.
For Freight and further information, apply to—
JARDINE MATHESON & CO.,
Agents.
Hongkong, 22nd July, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain P. W. Almond, will be despatched for the above port on SATURDAY, the 26th inst., at 4 p.m.

Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the rim. All Accommodation amply supplied. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to—
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 22nd July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE"

Captain Chevalier, will be despatched for the above ports on or about SUNDAY, the 27th inst.

G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd July, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 24th July.

"TSINAN" " " 23rd August.

"CHANGSHA" " " 22nd September.

"CHINGTU" " " 20th September.

Superior accommodation amply supplied. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE
AGENTS.
CHINA NAVIGATION CO., LD.
Hongkong, 21st July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

"ATHOLL" About 31st July.

"LENNOX" 14th Aug.

"HEATHBURN" 21st Aug.

"RICHMOND CASTLE" 7th Sept.

"AFRIDI" 20th Sept.

"HILLOLEN" 30th Sept.

For Freight and further information, apply to—
DODWELL & CO., LTD.,
Agents.
Hongkong, 15th July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA"

Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mail, will be despatched from this port for Bombay, on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to—
E. A. HEWITT,
Superintendent.
Hongkong, 21st July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR HUNGARY AND TRIESTE DIRECT.

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA"

Captain Vesce, will be despatched as above on SATURDAY, the 16th of August, p.m.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight apply to—
SANDER, WIELE & CO.,
Agents.
Hongkong, 22nd July, 1902.

"GLEN" LINE OF STEAMSHIPS

FOR LONDON VIA SUEZ CANAL

THE Steamship

"GLENLUTHER"

Captain B. Webster, will be despatched as above on SATURDAY, the 16th August.

For Freight, apply to—
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 21st July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBÉ AND YOKOHAMA.

VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamship "HYADES" 3753 Tons, 12th September.

"LYRA" 4200 Tons, 4th October.

"SHAWMUT" 3600 Tons, 23rd October.

"TREMONT" 3600 Tons, 17th December.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—
DODWELL & CO., LTD.,
General Agents.
Hongkong, 21st July, 1902.

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.
Hongkong, 17th July, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.
Hongkong, 19th July, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW,
Agents.
Hongkong, 21st July, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 22nd inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by—
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 18th July, 1902.

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA"

Captain Hildbrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 14th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Agents.
Hongkong, 21st July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBÉ AND YOKOHAMA.

VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamship "HYADES" 3753 Tons, 12th September.

"LYRA" 4200 Tons, 4th October.

"SHAWMUT" 3600 Tons, 23rd October.

"TREMONT" 3600 Tons, 17th December.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—
DODWELL & CO., LTD.,
General Agents.
Hongkong, 21st July, 1902.

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.
Hongkong, 20th July, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAYVERING"

FROM TACOMA, VICTORIA, VLADIVOSTOK, PORT ARTHUR & MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.
Hongkong, 17th July, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.
Hongkong, 19th July, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the

